
Re - Macleay Island Disability Permit & Boat Trailer Parking - Issues & Suggestions

1 message

GM City Assets <GMCityAssets@redland.qld.gov.au>
To: "stevesakiwi@gmail.com" <stevesakiwi@gmail.com>
Cc: Office of Mayor <oom@redland.qld.gov.au>

Wed, Nov 19, 2025 at 10:36 AM

Dear Mr Watts,

Thank you for sharing your concerns regarding the parking at Macleay Island within close proximity to the ferry terminal (OOM-1029).

As this is an operational matter, Mayor Mitchell has asked me to consider your concerns and to respond to you on her behalf.

Council previously investigated a request from yourself (Customer Reference Number: ASSETS2025-02187) to allow disability permit holders to park in the "No Parking, Cars with Boats Trailers Excepted" bays. Council responded to yourself on the 15 October 2025 to advise that rules for disability permit holders state that while there are additional allowances this does not include parking in no parking zones, no stopping zones, bus zones or on yellow lines.

Further customer requests raised by yourself for the marking of parking restrictions on the car park surface (ASSETS2025-02198), and your concerns over parking at 14-22 Russell Terrace, including allowing disability parking permit holders to park in the Boat Trailer Bays, improved signage to show parking restrictions, and additional parking to be provided by Council (ASSETS2025-02221), have both been responded to.

State-issued disability permits include conditions that prohibit parking in No Parking zones, including those with exceptions (e.g., "No Parking – Car With Boat Trailer Excepted"). Council cannot override State legislation and therefore cannot permit disability permit holders to use the boat trailer parking area. It should be noted that if Council did have the authority to allow this, we would not be in support, as we would then be unable to guarantee that boat trailer parking bays would be available for users of the boat ramp.

RCC rejects request to allow a 'concession' for Disability Permit holders to temporarily park in the 7-Day Boat Trailer Parking bays without incurring a RCC fine of \$167. And yet the Macleay Island police turn a blind eye to displayed Disability Permits in this zone. As it is, RCC cannot guarantee availability of free boat trailer bays due to frustrated commuters struggling to find a free bay at the lower-level car park. RCC desire to let the status quo remain and gather more revenue from parking fines.

Council is empathetic to motorists who are unable to find a suitable parking space within close proximity to the boat ramp, however we do not have enough land available to create a parking facility to cater to all the residents who drive to the ferry terminal daily, and we would encourage people where they are able to, to car pool which may free up some parking bays.

Council currently has no plans to expand the car park or convert the vacant land (old toilet block site) into additional parking. Allowing parking on the nature strip would pose safety risks to pedestrians using the footpath, which Council cannot compromise.

RCC will not develop the vacant land (old toilet block).

To develop this vacant land (nature strip?) would help increase the number of Disabled Parking bays.

The existing footpath can be extended past the newly created parking bays.

NOTE: Very few commuters use this footpath as many take the shortest route, being diagonally across the road towards the Ferry Terminal.

When determining how many boat trailer parking bays to allocate per boat ramp, Council's Marine Team use the Department of Transport (DTMR) Guidelines for Recreational Facilities. This guideline addresses general aspects of recreational facility design and management, including boat ramps and associated car/boat trailer parking bays. A copy of this document has been included for you.

This was my response to Mr Pattinson:

'I have reviewed the document applicable to boat trailer parking, ramp design etc... **'GUIDELINES FOR THE PROVISION OF RECREATIONAL BOATING FACILITIES 1996'**

There are too many variables to calculate the number of boat trailers parking CTU's.

The population of Redland City Council is >150,000, whereas the population of Macleay Island is 3,200....ie: 2% of RCC.

Given that boat trailer users also travel from distant locations, to the mainland RCC boat ramps, these ramps serve a considerable population.

I used to travel from Ipswich to Weinam Creek, and Victoria Point boat ramps.

I would suggest that the Macleay Island boat ramp calculation of CTU/population compared to RCC mainland CTU/population would demonstrate a huge disparity in favour of Macleay Island.

The design guideline you provided: **'GUIDELINES FOR THE PROVISION OF RECREATIONAL BOATING FACILITIES 1996'**: *explains the best way to determine CTU usage is to actually observe it.*

Refer attached snip from that document....this is what I actually did:

A 2-week survey that I undertook demonstrated the usage of the MI boat ramp parking:

Results being: 7-Day Boat Trailer Parking: 32% (Mon ~ Fri) and Saturday/Sunday allocation of 26 double bays was utilised at a pitiful 5%

Whilst having this huge excess in CTU's is great for the few MI boaties using it, this comes at considerable cost to the commuters who are trying to find a vacant car park.

To maintain this attitude is tantamount to discrimination.

The alternative is to observe each ramp of interest, and hence to observe the actual capacity of the ramp at the various levels of service. The opportunities for such observations are limited, but should be taken where possible, both for the immediate purposes of the study and in order to contribute to the general knowledge in this area.

**Snip from
'GUIDELINES FOR THE PROVISION OF RECREATIONAL BOATING FACILITIES 1996'**

As per our response to you in relation to the marking of parking restrictions on the car park surface (ASSETS2025-02198), Council do not support this request as it is not required under the Manual of Uniform Traffic Control Devices (MUTCD) or the Australian Standards, and line marking that is being driven over constantly is subject wearing and fading at a much quicker rate than other line marking. It is the responsibility of the motorist to ensure their chosen parking spot not only suits their needs but is also in compliance with the Road Rules and any posted parking restrictions.

This excuse does not stack up: The applicable boat trailer parking bays would only see 1 to 2 vehicles per day, whereas painted SCHOOL, STOP, etc will see many 1000's of tyres per day.

Council have also advised you that new signage has been ordered for the boat trailer parking area, to ensure it is clear and visible (ASSETS2025-02221), however we are unable to advise when the signage will be installed.

RCC will not develop the vacant land (old toilet block) To develop would help increase the number of Disabled Parking bays.

We understand that you have requested an on-site meeting with Council, however as we do not propose to make any changes to the current parking arrangements, or create further parking areas, we do not support your request.

Council appreciates your feedback and engagement on these matters and understand your strong commitment to ensuring adequate parking for island residents. We remain committed to balancing the needs of all users while ensuring compliance with safety standards and legislative requirements. We do hope this information proves helpful.

If you are dissatisfied with the decision, you are entitled to seek an internal review by lodging an application with Council. This can be done by phone: (07) 3829 8999 or email: ethics.integrity@redland.qld.gov.au.

Regards

Michael Pattinson

Service Manager

City Assets Civil & Traffic Infrastructure